
Antasan Bromo Bridge Area as a Tourism Object in the City of Banjarmasin

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Abstrak

Obyek wisata merupakan satu aspek yang terus berkembang di Kota Banjarmasin. Terdapat beberapa aspek yang menjadi bagian dalam pengembangan pariwisata di Kota Banjarmasin yaitu wisata alam, wisata religi, wisata sejarah dan budaya. Seiring dengan perkembangan tersebut, saat ini terdapat satu kawasan yang menjadi daya Tarik wisatawan, yaitu kawasan jembatan Antasan Pulau Bromo Mantuil yang terletak di wilayah Banjarmasin Selatan. Adanya keunikan jembatan berdesain gantung membentang 100 meter di permukaan sungai Martapura ini, menjadi daya tarik tersendiri bagi masyarakat untuk berwisata. Atas dasar hal tersebut, maka artikel ini bertujuan untuk mendeskripsikan kawasan jembatan antasan bromo sebagai onyek wisata di Kota Banjarmasin. Penelitian ini menggunakan pendekatan kualitatif dengan metode deskriptif. Data didapatkan melalui observasi, wawancara dan dokumentasi. Uji keabsahan data melalui perpanjangan pengamatan, *member check*, triangulasi sumber, triangulasi teknik, dan triangulasi waktu. Data disajikan dalam bentuk deskripsi dan dilengkapi gambar. Hasil penelitian memastikan bahwa jembatan antasan bromo memiliki daya tarik bagi wisatawan yaitu tingginya sekitar 15 meter dari permukaan air sungai, hingga jalan naik dan turunnya dibuat berputar seperti lingkaran, sehingga menyerupai permainan roller coaster. Hal inilah yang menjadi daya tarik wisata, karena bentuknya yang berbeda dengan bentuk jembatan pada umumnya di Kota Banjarmasin.

Kata Kunci: Kawasan, Jembatan Bromo, Wisata

Abstract

Tourism object is an aspect that continues to grow in the city of Banjarmasin. Several aspects are part of tourism development in Banjarmasin City: natural, religious, historical, and cultural. Along with these developments, one area has become a tourist attraction, namely the Antasan bridge area, Bromo Mantuil Island, located in the South Banjarmasin region. The uniqueness of the bridge, with a hanging design spanning 100 meters on the surface of the Martapura river, has become a unique attraction for people to travel. This article aims to describe the Bromo Bridge area as a tourist attraction in Banjarmasin. This research uses a qualitative approach with descriptive methods—data obtained through observation, interviews, and documentation. Test the validity of the data by extending observations, member checks, source, technical, and time triangulation. Data is presented in the form of descriptions and pictures. The study results confirmed that the Bromo Antasan bridge has an attraction for tourists, which is about 15 meters high from the surface of the river water so that the way

up and down is made to rotate like a circle, so it resembles a roller coaster game. This is a tourist attraction because the shape differs from the bridges in Banjarmasin. The study results confirmed that the Bromo Antasan bridge has an attraction for tourists, which is about 15 meters high from the surface of the river water so that the way up and down is made to rotate like a circle, so it resembles a roller coaster game. This is a tourist attraction because the shape differs from the bridges in Banjarmasin. The study results confirmed that the Bromo Antasan bridge has an attraction for tourists, which is about 15 meters high from the surface of the river water so that the way up and down is made to rotate like a circle, so it resembles a roller coaster game. This is a tourist attraction because the shape differs from the bridges in Banjarmasin.

Keywords: Area, Bromo Bridge, Tourism

INTRODUCTION

Tourism objects continue to grow along with the times. A tourist object is not only a place or a culinary area. It can also become a tourist object busy being visited by tourists when it is supported by a photo spot that tourists can use (Mutiani et al., 2019). This existence is almost the same as a trend that follows the progress of the times.

In connection with this right, in the City of Banjarmasin, to be precise, in the Mantuil Village, a tourist attraction is busy being visited by the public. However, unlike the tourist objects in general, the tourism object here is a bridge area Bromo Antasan is located in the Mantuil village, South Banjarmasin district. Since its inauguration on January 4, 2021, tourists have continued visiting this bridge. One unique thing is the main attraction of the bridge area, namely design or design is different from most bridges in general. Usually, the bridge is designed to be straight, horizontal, or slightly curved upwards. However, the Anasan Bromo bridge is different because the bridge design is made like a roller coaster ride, which is to rotate. This can be used as one of the characteristics of the Antasan Bromo bridge because it is designed differently and has its characteristics for that area.

Before the Antasan Bromo bridge, people used ferries, boats, or jukung, kelotok as a means of transportation to cross. The community has long proposed to the local government to build a bridge to make road access to Bromo Island easier.

Research related to the function of bridges for the community has been carried out by (Wijayanti et al., 2022) with the title Design of Bridge Structures in the Tourism Area of Rice Fields with Evenly Loaded Simulation. However, in contrast to this research, this study will describe the different functions of a bridge from functions in general, namely that it can become a power source tourist attraction. Therefore, this article aims to describe the Bromo Bridge area as a tourist attraction in Banjarmasin.

METHOD

In this study, the approach used is a qualitative approach with descriptive methods. Descriptive research methods, in general, can describe research results and variables in a study

so that the research becomes more accurate (Sugiyono, 2013). This study describes the impact felt by the community from the existence of the Antasan Bromo bridge eco-tourism area. Data collection techniques used by researchers include observation, interviews, and documentation. The interview data were obtained from the surrounding community, environmental ambassadors and ferry owners, kelotok service providers, and MTs students. At the same time, the collection of documentation data is as supporting data, such as documents and pictures.

The data analysis technique the researcher carried out was data reduction by selecting the main points or summarizing according to what was studied, such as the impact of the existence of the Antasan Bromo bridge eco-tourism area for the people on the riverbanks. Presentation of data displayed in table and figure format, as well as conclusions as confirmation of the correctness of the data and reinforcement of the data displayed.

Data validity is carried out at four levels. First-grade extension of observations, researchers conducted related follow-up research due to the last interview done with Mr. Abdi, whose owner said that in the past, when the ferry was still operating, the fees for school children were free of charge. Therefore the researcher extended the observation to confirm this by interviewing school children or MTs students who had taken the ferry before Bromo Antasan bridge. The second level increases persistence; this is done so researchers can gain confidence and certainty regarding data based on events and the time of events systematically. In the third level of triangulation, the researcher conducted another interview with a different informant at the source stage but gave the same questions as the previous informant. Technique triangulation is examining data on similar information but using different techniques. Meanwhile, time triangulation researchers carry out observations and interviews at different times. The fourth level is member check; the researcher examines the data related to the suitability of the data with the results of the information obtained from the informants (Miles, Mathew B. et al., 1992).

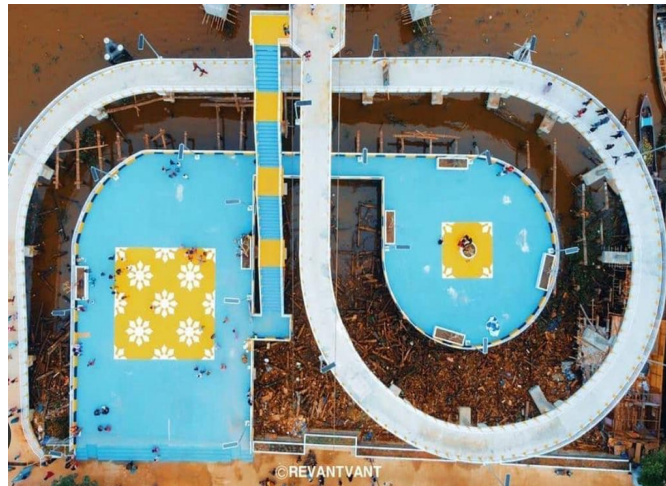
RESULTS AND DISCUSSION

The Antasan Bromo bridge area is a type of natural tourism because it utilizes green open spaces and rivers to encourage tourists to be interested in coming there. In addition, the design of the bridge, which is unique and has its characteristics, is also one of the attractions in attracting visitors. So, besides the primary function of the bridge as a connecting road, the bridge can also be a tourist attraction. Therefore, the bridge is designed to be unique, attractive, and different from the others to attract local and foreign tourists. The bridge, which was made as a tourist attraction that utilizes the natural surroundings, cannot be separated from its primary function as a link to facilitate the local community in their activities; it is just that it is made in such an attractive way that has different characteristics from most bridges in general. Therefore,

the surrounding environment can be used as a regional potential for the local community, which can increase economic activity (Subiyakto & Mutiani, 2019); (Abbas & Jumriani, 2021); (Abbas et al., 2022).

This bridge access is located on the mantuil side; this mantuil access bridge has a length of 167.55 meters and 53 steps to facilitate pedestrian access. The picture is blue in a square shape; several chairs and tables are usually used for relaxing and taking photos in this area.

Figure 1. Bromo Anasan Bridge from above



Source: Documentation, 2022

The picture above is the entrance to the area of the Antasan Bromo bridge, a large parking area has also been provided for two and four-wheelers.

Figure 2. Eco-tourism area of the Anasan Bromo bridge



Source: Personal documentation, 2021

Usually, there will always be a parking guard who helps secure, maintain, and tidy up these vehicles. The picture below is a picture of the Bromo Antasan bridge on the mantuil side, which is usually used by motorbike riders as access to cross Bromo Island. The bridge is designed attractively to get the attention of visitors to be interested in visiting there.

Figure 3. Bromo Anasan Bridge



Source: Personal documentation, 2021

Access stairs are usually used by visitors and pedestrians who want to cross or go up the bridge to enjoy the atmosphere and views while taking pictures on the Anasan Bromo bridge.

Figure 4. Stairs for Pedestrian Access



Source: Personal documentation, 2021

The main span of the Antasan Bromo bridge that connects the people of Bromo Island with the people of the Mantuil sub-district, there are around 98 small supporting wire poles located on the left and right sides of the bridge, and approach towers on the left and right sides as high as 15 meters which are located on the mantuil and one it is located opposite, namely on Bromo Island. This bridge is the access to facilitate people's lives in their activities. Furthermore, visitors from outside are also allowed to use the bridge because the Antasan Bromo bridge has been inaugurated as an eco-tourism that carries the theme of nature by

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utilizing rivers and Green Open Space (RTH) as one of the attractions for tourists apart from the unique design of the bridge.

The structure of the descending road on the Bromo side is 63.70 meters long. Therefore, the descent on the Bromo side is quite steep. Therefore, motorists need to check in advance the vehicle they want to take to cross the bridge on the Bromo side to avoid unwanted things. Furthermore, because there have been several incidents that have resulted in accidents due to the too-steep bridge on the Bromo Island side, motorbikes that are old enough are not recommended to cross this bridge because, of course, the stamina of these vehicles needs to be improved.

This place is provided for relaxing, and photos of eating culinary food that has been brought either for the community or visitors. The local government provides the shelter as a facility and infrastructure supporting the Bromo Antasan bridge eco-tourism.

Figure 7. Area Under the Bridge



Source: Personal documentation, 2021

To maintain the facilities that have been provided, the community helps to store chairs in one of the residents' houses so that they do not always get hot and rain so that these facilities can be used for quite a long time and are maintained.

The people of Bromo Island usually pass the access road, namely, wood, arranged like a bridge so that people or visitors can pass through it. If roads have holes or lots of holes, the community will usually work together to patch up the bridges with holes.

The kelotok service providers that are still operating today, before the existence of the Anasan Bromo bridge eco-tourism, there were five kelotok service providers. However, the only survivor until now is grandfather H (60) because their kelotok service providers preferred

to stop and look for other jobs since the bridge was built; many people or school children who used to use their services have stopped taking kelotok anymore, causing their income to decline.

The definition of tourism development, according to (Zebua, 2016; Rusyidi & Ferdiansah, 2018), is everything regarding coordinated activities and businesses to attract tourists who can turn various business fields, providing all facilities and infrastructure, goods and services as well as all the necessary facilities to serve the needs of tourists. Tourism development is inseparable from the assistance and support of the local government, which participates in helping facilitate existing facilities and infrastructure in the tourist area of the Antasan Bromo bridge, such as benches, tables as well as umbrellas, as well as places for people to sell. Starting from here, the impact that caused social jealousy occurred between the people of Bromo Island and the Mantuil village. The people of Bromo Island feel that it is unfair because of the initial promise of making the Anasan Bromo bridge which will be used as a tourist attraction, namely Bromo Island, not the people across from Bromo Island. A positive impact is a result that has a good influence so that it can bring benefits from the existence of an incident or event. At the same time, the negative impact is a result that brings influence towards badness that tends to be detrimental. Impact means the result that results from an event that occurs, can bring good and bad influences as well as gains or losses to life, and life cannot be separated from activities or activities carried out daily (Abbas et al., 2019; Aulia & Hakim, 2017; Fitriani et al., 2018).

CONCLUSION

Tourism is everything regarding coordinated activities and efforts to attract tourists who can turn on various business fields, providing all facilities and infrastructure, goods and services, as well as all the facilities needed to serve the needs of tourists (Abbas et al., 2020). Therefore, the existence of Bromo bridge area has become a new tourist attraction in the city of Banjarmasin. This also has an impact on the lives of the surrounding community. The impact felt by the people on the banks of the Bromo Island river from the Antasan Bromo bridge is the ease of access to roads, daily activities become more manageable and smoother, increasing friendship ties from social interactions that occur between communities and also visitors and helping the economic activities of Bromo Island (Kristo & Sopiana, 2020; Putro et al., 2021).

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